

TOWN OF WELLESLEY



MASSACHUSETTS

ZONING BOARD OF APPEALS

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Record, Decision, Site Plan Approval and Special Permit

ZBA 2011-31
Petition of Babson College
Knight Auditorium Parking Lot
Corner of Wellesley Avenue and the West Gate Entrance

On April 13, 2011, BABSON COLLEGE, 231 FOREST STREET, filed a petition for Site Plan Approval pursuant to the provisions of Section XVIA and Section XXV of the Zoning Bylaw. The project is intended to provide a new permanent surface, improve stormwater management, and improve safety and efficiency with new LED light fixtures. There will be a net increase of 3,700 square feet of impervious surface. The improved stormwater management system will utilize new bioretention swales and the underground detention system that was installed in 2010.

The Petitioner is requesting a Special Permit pursuant to the provisions of Section XIVE of the Zoning Bylaw for a Major Construction Project in a Water Supply Protection District.

The Petitioner is requesting a waiver of Section XXI of the Zoning Bylaw pursuant to the provisions of M.G.L. Chapter 40A, Section 3.

Public Hearings

The Board conducted public hearings on May 19, 2011 and June 7, 2011. The Board voted to grant Site Plan Approval, a Special Permit, and a waiver of Section XXI on June 7, 2011.

Presenting the case at the hearing was Eugene Bolinger, Weston & Sampson, who said that he was representing Babson College (the "Petitioner"). Also present at the hearing were Shelley Kaplan, Associate Vice President, Facilities Management and Planning, Babson College, C.J. Smith, Project Manager, and Jonathan Moll, General Counsel, Babson.

Mr. Bolinger said that the project involves refurbishing an existing parking lot. He displayed an enlarged copy of the plan (retained by the proponent). He said that the condition of the existing parking lot is quite deteriorated. He said that the pavement and the curbing are in poor condition. He said that the project will involve complete reconstruction of the parking area. He said that the lot is located in a prominent area near one of the entrances to the campus.

Mr. Bolinger said that the project will involve full depth reconstruction of the parking area. He said that there will be new sloped granite edged curbing. He said that there will be many stormwater management improvements including new drainage structures, new bioswales, and connections to a large underground treatment structure that was installed in 2010.

Mr. Bolinger said that the project is well supported by the Engineering Division at the Department of Public Works (DPW). He said that the release of stormwater into the Town's infrastructure system will be slowed. He said that they will have the ability to store stormwater on-site through the improvements that are proposed with this plan.

Mr. Bolinger said that there will be landscape enhancements. He said that any lawn areas that are disturbed will be restored.

Mr. Bolinger said that there is a subtle change to the plan. He said that there will be a slight expansion of the paved surfaces in three different locations. He displayed the three locations on the enlarged plan. He said that there will also be better efficiencies within the existing parking lot. He said that they were able to achieve a net increase of 29 parking spaces overall. He said that under current conditions there are 193 parking spaces, of which four of them are handicapped accessible. He said that under the proposed condition, there will be 222 parking spaces, of which six will be handicapped accessible. He said that 64 of the spaces will be designated for compact vehicles.

Mr. Bolinger said that they received comments from the Planning Board in advance of this Public Hearing as well as comments from the Town's Engineering Division. He said that they appeared before the Design Review Board (DRB), at which time there were several comments made. He said that they have responded to the comments. He submitted a response letter, dated May 19, 2011, to the Board. He said that they included some attachments that show how they might approach the changes that were requested. He said that they are committed to making a subsequent submittal of additional documents that they were unable to prepare in advance of this Public Hearing.

Mr. Bolinger said that the Engineering Division noted on the Grading and Drainage Plan that the maneuverable aisle width for off-street parking spaces, 142 to 154 should be 24 feet rather than 20 feet, as shown on the plans. He said that they are asking for relief from that requirement due to the fact that a combination of hatching, travel ways and grass medians that are adjacent to those parking spaces will provide an effective width of 24 feet. He displayed the backing up patterns on the enlarged plan.

Mr. Bolinger said that the College is interested in updating this facility within a relatively short construction window. He said that they would like to accomplish this work over the summer in advance of the students returning for the fall semester.

Mr. Kaplan said that the upper portion of the lot is primarily for faculty and staff parking. He said that only the lower portion of the lot is used for student parking. He displayed on the plan the spaces that are designated for Graduate School Admissions and Undergraduate School Admissions, Visitor Parking and Career Development for the Graduate School. He said that is accomplished with signage on-site.

The Board said that Plan LP.01 shows 224 parking spaces and that Mr. Bolinger had stated that there will be 222 parking spaces. The Board said that there is also a discrepancy in the number of compact spaces.

The Board said that currently the exit to Wellesley Avenue that is furthest to the East is chained at two locations. Mr. Bolinger said that exit is for emergency use only and is not related to everyday use of the parking lot. Mr. Kaplan said that the Fire Department wanted it there for access for fire vehicles. Mr. Smith said that when an emergency call is made, someone on campus typically will go out to unlock the gate. He said that otherwise, the Fire Department would either break the chain or cut the lock.

Mr. Kaplan said that the chain that is near the location of the new handicapped spaces will be moved to the other side. He displayed the location on the enlarged plan. He said that it is not shown on the plan, but they would like to put a secondary chain across the exit, parallel to the one on Wellesley Avenue. He said that they will make sure that the Fire Department is aware of their plans.

Mr. Kaplan said that the current two-way circulation will not change. He said that there are entries to the lot at two locations. He said that the entries are bi-directional. He said that all of the lanes are bi-directional except for a one-way drive from the upper lot near College Drive to the lower lot near Wellesley Avenue. He said that the circulation will remain the same.

The Board asked for clarification of the width of the drive aisle behind handicapped space HC3. Mr. Bolinger said that it is probably around 22 feet. He said that 24 feet could easily be attained at that location.

The Board said that the application referred to drainage changes that were made in 2010. The Board said that the Stormwater Report talks about drainage changes that were made in 2008. The Board said that north of the Knight Auditorium on the opposite side of the access road are two recharge basins that are not shown on the Grading and Drainage Plan. The Board said that there are no connections shown to those leaching chambers. Mr. Smith said that the leaching chambers were installed in 2010. Mr. Bolinger said that the smaller of the two collects roof drainage and some drainage from a relatively small landscaped area. He said that the larger one to the west of that also collects roof drainage and a small amount of area drainage. He said that chamber was purposely oversized in anticipation of refurbishing the adjacent parking lot. He said that it will receive all of the flow from the refurbished Knight Auditorium Parking Lot. He said that the connection is in the vicinity of the handicapped parking spaces. He said that there is a structure and a 12 inch drain heading northerly towards the emergency entrance that takes a hard right hand turn to the leaching chamber.

Mr. Bolinger said that PRDMH 8 will be a new drain manhole. He said that all of the storm drainage from the parking lot proper is connected to the manhole. He said that the up-gradient storm drainage system makes use primarily of existing storm drainage pipes that are already in place and existing structures. He said that one of the major concepts of the whole drainage system scheme is to install bioswales through the center core of the parking lot in two locations, both of them running in an East-West direction. He said that there will be a third bioswale at the northern edge of the parking lot. He displayed on the enlarged plan the location of four bioswales. He said that they are all connected to the proposed single new drainage structure. He said that from that point the stormwater will travel easterly to the leaching structure that was installed in 2010.

Mr. Bolinger said that in a large storm event the larger leaching structure could potentially fill up and then overflow to the second leaching structure and then, under certain large storm events, that would also overflow and direct water out the Town's stormwater system on Wellesley Avenue.

Mr. Bolinger said that a great deal of time was spent interacting with the Engineering Division on the design and fine tuning of the system. He said that for a small rainstorm all of the water could potentially be retained on-site and not released. He said that they will be storing, treating and recharging in the leaching structure. He said that the direction of the flow will generally be moving northeasterly.

The Board said that the parking lot is located in a Water Supply Protection District. The Board said that the application package does not reflect that. The Board said that there are certain design criteria that the project has to meet in accordance with the requirements in a Water Supply Protection District.

The Board said that there is a tree protection detail shown on Plan D2.00 that shows a circle with a minimum of three inches. Mr. Bolinger said that it should be 3 feet. He said that they have agreed to prepare a separate Tree Protection Plan. He said that the 3 foot radius does not apply in all situations. He said that they are more likely to fence off larger regions to protect the trees. He said that they will meet with the contractor, the arborist and Babson personnel prior to construction to mark out the limits of all of the tree protection fencing that needs to be erected.

Mr. Bolinger said that there are some median areas that are pretty generous in width for snow storage. He said that historically snow has been pushed onto those median areas. Mr. Kaplan said that they have also removed snow from the site.

The Board asked what chemicals would be used in the lot for deicing. Mr. Kaplan said that they use a number of products. He said that they use a natural pre-melt that is made out of malt. He said that is usually spread in advance of storms. He said that they would then use sodium or calcium chloride as a treatment product. The Board said that sodium chloride cannot be used in the Water Supply Protection District.

Mr. Bolinger said that a Construction Management Plan (CMP) was submitted. He said that prior to commencing construction, erosion controls and tree protection will be put in place. He said that there will be a two week excavation phase. He said that the intention is to remove the pavement by reclaiming or peeling it up and exporting it from the premises. He said that they will be removing some of the gravel base. He said that some of the pavement cores that they did initially indicated that some of the material is suspect. He said that plan is to create a new horizon of gravel borrow and new asphalt pavement. He said that during this phase they will be hauling materials away from the premises and bringing new materials onto the premises. He said that they received comments from the Planning Department and Engineering Division. He said that the plan is to submit a revised Construction Management Plan. He said that there were concerns about the wheel wash for trucks and the direction of truck travel. He said that trucks will exit onto Bryant Way to College Drive out to Forest Street.

Mr. Kaplan said that a construction vehicle travel route was set up in 2000 when the Executive Center project took place. He said that they will ask all construction traffic to go down Wellesley Avenue,

Hunnewell and Cedar Streets out towards Route 9, both to and from the campus. The Board said that there are several other projects ongoing and the Board needs to understand how they will affect each other.

Mr. Bolinger said that the preference is to encapsulate the whole construction area with protection fencing and retain the ability to enter and exit the site at the gated entrance closest to College Drive.

Mr. Bolinger said that they have been requested to designate where the construction worker vehicles will be parked, where equipment will be stored on premises and where the truck wash pad will be located. He said that all of those details will be added to the plan.

Mr. Bolinger said that during Phase I there will be backhoes, front-end loaders, gradall equipment to remove pavement and to excavate subsurface materials, and dump trucks to receive the material and haul it away. He said that they identified ten daily dump truck trips to haul materials away from the project limits.

Mr. Bolinger said that they will provide information about how the vehicles on-site will be fueled. Mr. Kaplan said that not all of the campus is located in the Water Supply Protection District. He said that the district ends just past Bryant Road. He said that Babson has fueling capability on-campus at the Central Services & Facilities Operations. He said that the trucks could be fueled there. The Board said that it needs to see that the plan for fueling complies with Water Supply Protection District requirements.

Mr. Bolinger said that the typical day would be an 8 ½ hour window of construction, typically running until 4:30 p.m., five days per week. The Board said that it usually reserves Saturday hours for delays and other factors that might push the schedule out. The Board said that it has never allowed work on Sundays.

Mr. Bolinger said that during Phase II they will start to bring suitable material back onto the site. He said that there will be a bladed piece of equipment, a bulldozer, compactors, a backhoe for excavating trenches, and dump trucks for delivering materials. He said that when paving begins, trucks will deliver asphalt. He said that there will be spreaders and rollers for the asphalt. He said that they will probably use vibratory rollers for compacting. He said that there will be backfill for the sloped granite installation. The Board said that the Water Supply Protection District bylaw has some specifications for materials that are brought onto the site.

Mr. Bolinger said that there will not be any temporary construction offices on-site.

The Board said that the construction schedule says 120 days but the two phases are listed as two weeks and two months. Mr. Bolinger said that was an error. He said that they would be looking to construct the entire project during the summer season. He said that they would like to conclude construction towards the end of August. He said that the two weeks and two months sounds like the appropriate window for construction.

The Board asked if dewatering is required, will it will be pumped to a temporary settling basin. Mr. Bolinger said that they will show the location of the basin on the Construction Management Plan. He said

that the intention is that it would not be installed in an undisturbed area outside of the confines of the work area.

The Board said that all of the proposed communications discussed in the last section of the CMP are reactive. The Board said that on other projects, the contractor's or engineer's website has been posted to make the schedule accessible. The Board said that there should be a contact number for the neighbors. Mr. Kaplan said that they could make information available through the campus. He said that the neighbors have received communications from him fairly regularly and they know to call him.

The Board said that a concern is with response time. The Board said that since there will not be a construction office on-site, there could be a delay in getting a response. Mr. Kaplan said that the Campus Police office is staffed 24 hours a day, seven days a week. He said that the Campus Police have a call list of on-call people to reach.

David Walsh, 9 Ordway Road, said that his home is just outside the West Gate. He said that he wanted to discuss the water flows off of the Babson Campus from the area to the left of the proposed project. He said that the water flow could be influenced by the proposed project. He said that the area between Ordway and Alden Roads used to have Bryant Hall and the Infirmary, which are still there. He said that there were some roads and parking that serviced those two buildings. He said that the area had woods and grass playfields. He said that area now has the Executive Center, the parking garage, an expanded gymnasium and a new gymnasium, an Astroturf field and parking for approximately 650 cars.

Mr. Walsh said that an issue for the neighborhood is the water flow from that area. He said that there has been a series of subtle changes going on over the past 15 to 20 years. He said that there has been a significant increase in the amount of water that comes downhill into the neighborhood. He said that the neighbors have had to deal with that at considerable cost.

Mr. Walsh said that Babson knows that there is a problem. He said that in 2010 Knight Hall experienced a water problem following a huge storm. He said that within six months Babson installed two very large infiltration trenches.

Mr. Walsh displayed pictures (retained by proponent) of water coming up through pipes immediately across the street from Babson. He said that the pictures show the velocity of the water coming downhill from the campus. He displayed on the enlarged plans the location of a crack in the road. He said that for days after a storm water continues to flow downhill by surfacing at that crack and then flowing down Wellesley Avenue. He said that there is a constant flow of water going downhill from the Babson Campus.

Mr. Walsh said that Babson has addressed the issue with their engineer. He said that they have responded to the neighbors. He read from a letter (retained by proponent). He said that Babson stated that it is not their problem and there is nothing that they should do about it. He said that the neighbors do not agree with that assessment. He said that the soil conditions have been in that area for years. He said that the water problems are new in the last 15 to 20 years.

Mr. Walsh said that the neighbors believe that the sum of Babson's incremental expansions have resulted in a significant water flow coming downhill. He said that each change, on its own, receives individual attention. He said that collectively the neighbors have seen a change in the water flows that come down the hill. He said that there are people who have lived in the neighborhood for many years. He said that a concern is that as these subtle changes continue to occur, they will exacerbate the condition and the things that the neighbors have to do to deal with the problem today will be overwhelmed by the storms of the future. He said that 100-year storm events have been occurring more frequently.

Mr. Walsh said that the neighbors are asking the Zoning Board is to hold in abeyance approval of this project until Babson has committed a plan that will explicitly deal with water flows between the area of the West Gate and somewhere just to the west of Alden Road, which seems to be the area most affected. He said that he could anecdotally discuss houses that have been affected on many other streets. He said that people who have been in those houses for years have not had water problems and now have to deal with it. He said that he picked a small area because he has seen what has gone on there. He said that the crown of the hill is west of Alden Road and takes a stronger slope midway down through the area between Whiting Road and Alden Road.

Mr. Kaplan said that Babson has been concerned about the neighbors' concerns. He said that they hired the AECOM Engineering firm to evaluate the likelihood and the condition that might be creating water problems in the area between Alden and Ordway Roads. He said that they did a series of borings to evaluate the conditions of the ground to determine if there is an underground flow that could be affecting the neighbors across the street. He said that the Engineering Report was produced and was shared with Mr. Walsh immediately. He said that he also shared it with the Town Engineer and with the Wetlands Protection Committee. He said that the report basically said that there is not an impervious layer underground that would be causing that kind of flow into the neighborhood. He said that, as a result, Babson did not feel that there was anything significant that they could do.

Mr. Kaplan said that Babson has had construction activities on the campus over the past 30 years. He said that in every situation where Babson has constructed new parking areas, they have implemented positive stormwater management systems in order to take the water away from surface conditions to a situation where it is treated and moved to appropriate watershed locations.

Mr. Kaplan said that the Executive Education Center is the largest facility that Babson has constructed since 1987. He said that only has underground infiltration chambers even though it is not located in the Water Supply Protection District. He said that it also has two large detention basins that flow in the opposite direction from the Alden and Ordway Roads neighborhood.

Mr. Kaplan said that the Astroturf field was installed approximately 10 years ago. He said that it has two three foot stormwater systems running on three sides of the field which positively direct all of the water from the field to the Rosemary Brook Watershed, which is at the other side of the campus.

Mr. Kaplan said that Babson has not been able to determine anything from the campus that could be causing the problems that the neighbors are talking about. He said that Babson is at a loss about what they could do to address the neighbors' problems.

Mr. Bolinger said that the college campus is 200 acres. He said that the Knight Auditorium parking lot is approximately 2.5 acres. He said that they will be improving the situation within this localized area. He said that water that now ends up on Wellesley Avenue will not end up on Wellesley Avenue in the future. He said that the surface flows from the parking lot that run out onto Wellesley Avenue will now be captured within the confines of the parking area.

Sara Preston, 188 Wellesley Avenue, said that she is a Planning Board member, a Babson MBA and an abutter. She said that her concern as a neighbor is that trucks going to and from the campus use College Drive to Forest Drive.

Ms. Preston asked how the West Gate entrance will be handled. She said that it is located in a residential area. She said that the main entrance on Forest Street would not impact any residences. She said that Wellesley Avenue is a heavily trafficked area. She said that adding construction traffic in and out of the West Gate entrance will impact the neighborhood. Mr. Bolinger said that all construction traffic will enter and exit the site from Forest Street.

Ms. Preston said that it will be important to have a contact person on-campus. She said that the contractors that are hired by Babson are not always familiar with Town bylaws, specifically regarding leaf-blowing activities on Sundays which is banned by Town Ordinances. She said that although the Campus Police are on duty 24 hours a day, it is sometimes difficult to contact them. She said that if there is going to be weekend work, she would like to know exactly who to call if there are issues.

Ms. Preston asked for clarity of work hours.

Ms. Preston said that there seems to be a number of open items. She asked that the decision not be finalized until the information is presented.

The Board said that it is in everyone's best interest that this project get underway during the summer before next year's school season opens. Mr. Kaplan said that their preference would be to try to mobilize by June 20th in order to have the project completed by mid to the end of August, which is when the students will return.

Mr. Smith said that Babson was waiting to hear what the result of the ZBA hearings were before awarding the contracts. He said that the process should only take about one week since they already have preliminary pricing.

The Board voted unanimously to continue the hearing to Tuesday, June 7, 2011.

June 7, 2011

Presenting the case at the hearing was Eugene Bolinger, Weston & Sampson. Also present at the hearing were Roger Alcott, Weston & Sampson, Shelley Kaplan, Associate Vice President, Facilities Management and Planning, Babson College, and Jonathan Moll, General Counsel, Babson.

Mr. Bolinger said that on May 26, 2011 materials were submitted to the Board. He said that on June 6, 2011 an update to the CMP was submitted.

Mr. Bolinger said that included in the May 26th submittal were a cover letter, a revised CMP, an informational letter signed by Mr. Kaplan that will be distributed to the neighbors, revised construction drawings, a revised page for the Development Prospectus, an internal memorandum from Weston & Sampson summarizing Zoning Board of Appeals (ZBA) comments, and a copy of the letter that was submitted on May 19, 2011 addressing Planning Board, Department of Public Works (DPW) Engineering Division and Design Review Board (DRB) comments. He said that they submitted a portion of a plan that shows where the project ties into the Town's Storm Drainage System. He said that the connection is already in place. He said that they submitted a plan for the Detectable Warning Panel for Wheelchair Ramps and the ZBA Site Plan Approval Review checklist.

Mr. Bolinger said that they clarified in the CMP the construction timeframe, no work on Sundays, the construction travel routes along College Road to Forest Street to Wellesley Avenue to Cedar Street, the types of equipment that they anticipate to be used in construction, information related to the construction fence and gates, information about fueling protocols, project information in the form of signage that can be erected on the construction fencing, notice to the neighbors of a website link for information about the project, employee parking, and equipment storage.

Mr. Bolinger said that the plans were revised to show the construction fence and greater detail about tree protection. He said that they made a modification to one of the bioswales. Mr. Alcott displayed on an enlarged plan (retained by proponent) the location of a pipe that will run under the northern edge of the parking lot from one bioswale to another. He said that the whole system will run through the leaching chamber. Mr. Bolinger said that there were three very mature oaks and one mature white pine that are located approximately 10 feet off of the curb line. He said that the proposal is to limit construction to the limits of the existing parking lot and go no further towards those trees.

Mr. Bolinger discussed the 24 foot travel lane that was shown on an enlarged plan that was displayed by Mr. Alcott (retained by proponent). He said that the alignment of the curb was adjusted by the handicapped parking spaces. He said that the DRB had asked them to add a segment of walkway, which is shown on the plan. He said that they have attempted to clarify the emergency access in the drawings. He said that it will be gated in two locations and will only be open for emergency access. He said that they added a Stormceptor 450 I. Mr. Alcott said that all of the drainage from the parking lot through the bioswales will run into piping that goes to a manhole prior to discharging into the leaching chamber. He said that will handle the first flush of stormwater from the parking area. He said that with the bioswales and deep sump catch basins, there will be 90 percent TSS removal. He said that the only time that the stormwater will leave the site is when the leaching chamber reaches capacity and overflows into the Town's system under a large storm event.

The Board said that the plans still show less than 24 feet in the driving aisle behind parking spaces 145 to 149. Mr. Bolinger said that in their letter to the Board, they asked for a waiver of the requirement under the Dover Amendment.

Mr. Alcott said that his understanding of the aisle dimension requirement of 24 feet was for two sets of vehicles backing into each other. He said that vehicles in spaces 145 to 149 will be backing up to a grass island that will have sloped granite edging and a loam surface. He said that there is an overhang component where a vehicle backing up will not only have 22 feet but will have additional space with the overhang to the sloped granite curbing that will essentially yield 24 feet.

The Board asked if having compact car spaces there would take care of the problem. Mr. Alcott said that it would not. He said that the island would have to be smaller. He said that they are looking to maintain a straight line behind the cars to maintain the travel lane. He said that they would lose some greenspace. He said that they would exceed the maximum of 30 percent allowed for compact spaces.

The Board said that the nine foot width of the parking spaces is six inches wider than required. The Board said that with the additional width, there will be sufficient turning radius and space for cars to back up.

Mr. Bolinger said that if they moved the curb line one foot, they could achieve 23 feet in the drive aisle. He said that if they install the granite curbing with a lower reveal, it would come very close the 24 foot requirement.

The Board reviewed M.G.L. Chapter 40A, Section 3. The Board said that, in this circumstance, it would be unreasonable to require the Petitioner to meet the dimensional requirement for a 24 foot drive aisle behind the parking spaces that face Bryant Way, in light of the fact that the vehicles will not be backing into vehicles exiting parking spaces.

The Board confirmed that the entryway at the southwest corner will be two-way. The Board confirmed that there is only one drive aisle that will be one-way. Mr. Bolinger said that section will connect the upper lot closest to College Drive to the lower lot. Mr. Alcott said that there are two Manual on Uniform Traffic Control Devices (MUTCD) R5-1 "do not enter" signs shown on Plan LP.01 at the intersection of the one and two-way traffic aisles.

The Board said that currently there is a chain at Wellesley Avenue and at the parking lot that prevents access between the two. The Board said that a "do not enter" sign may be appropriate there because the chain will not be highly visible at night. Mr. Alcott said that they could put a reflective sign on the chain.

Mr. Kaplan asked if they could mobilize the operation during the appeal period. The Board said that mobilization could take place at Babson's own risk.

Submittals from the Applicant

- Application for Site Plan Approval, dated March 30, 2011
- Official Development Prospectus
- Application for a Special Permit for a Major Construction Project in a Water Supply District
- Knight Auditorium Existing Tree Schedule

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- Cut Sheets – ARE-EDG-3M-DA – The Edge® LED Area Light – Type III Medium, Rev. 4/15/10
- Construction Management Plan, dated 4/11/11, revised 5/26/11 & 6/3/11
- Borings, prepared by Weston & Sampson, dated 11/23/10
- Stormwater Report, prepared by Weston & Sampson, dated 4/11/11
- Email to David Walsh and Adam Bossi, WPC, from Shelley Kaplan, re: Geological Study, dated 11/2/10
- Babson College Geological Study, prepared by AECOM, dated 11/2/10
- Letter to Lenore Mahoney from Eugene Bolinger, re: Babson College/Knight Auditorium Parking Lot Refurbishment ZBA 2011-31, dated 5/19/11 – attachments – truck washing pad at construction entrance, Town of Wellesley Department of Public Works Engineering Division Granite Curb Type V6 x 18, Knight Auditorium Illustrative Refurbishment Plan
- Letter to Lenore Mahoney from Eugene Bolinger, re: Babson College/Knight Auditorium Parking Lot Refurbishment ZBA 2011-31, dated 5/26/11 – attachments – CMP revised 5/26/11, Letter to Neighbors from Shelley Kaplan, dated 6/2011, revised page Section II of the Development Prospectus, Memorandum to Project from Eugene R. Bolinger, dated 5/24/11, Letter to Lenore Mahoney from Eugene Bolinger, re: Babson College/Knight Auditorium Parking Lot Refurbishment ZBA 2011-31, dated 5/19/11, Storm Drain Connections, Detail of Detectable Warning Panel for Wheelchair Ramps, Site Plan Approval Review Plans and Submittal Checklist

Plan Number	Drawing Title	Date of Issue	Prepared By	Date of Revision
C1.00	Cover Sheet	4-11-11	Laurence F. Keegan, Jr., P.E.	May, 2011
EX.01	Existing Site Features Plan	3-30-11	Laurence F. Keegan, Jr., P.E.	
LP.01	Landscape and Parking Plan	3-30-11	Laurence F. Keegan, Jr., P.E.	
GD.01	Grading & Drainage Plan	3-30-11	Laurence F. Keegan, Jr., P.E.	
D1.00	Site Details	3-30-11	Laurence F. Keegan, Jr., P.E.	
D2.00	Site Details	3-30-11	Laurence F. Keegan, Jr., P.E.	
D3.00	Site Details	3-30-11	Laurence F. Keegan, Jr., P.E.	
PH.01	Photometrics Plan	3-30-11	Laurence F. Keegan, Jr., P.E.	
TP.01	Tree Protection Plan	3-30-11	Sara Oliveira, Certified Arborist	
CM.01	Construction Management Plan	3-30-11	Weston & Sampson	

On May 2, 2011, Adam Bossi, Conservation Administrator, Wetlands Protection Committee, reviewed the project and stated that there are no known areas of wetlands within close enough proximity to the Knight Auditorium Parking Lot to trigger project review or permitting under the Massachusetts Wetlands Protection Act and/or Town of Wellesley Wetlands Protection Bylaw.

On May 13, 2011, Meghan Condon, Engineer, DPW Engineering Division submitted comments regarding the proposed project.

On May 19, 2011, the Captain Kevin Donahue, Fire Department reviewed and approved the application for the proposed project.

On May 12, 2011, the Design Review Board reviewed the petition and recommended that the Zoning Board of Appeals approve the project with the recommendations provided by Mr. Law.

On May 13, 2011, the Planning Board reviewed the petition and recommended that Site Plan Approval be granted with conditions.

The Board voted unanimously to approve the Site Plan Approval, subject to the conditions listed below.

The Board's approval of the Site Plan for the Project is premised on the Applicant's and Project's compliance with the following conditions (the "Conditions"). All requirements imposed by the Conditions or this Site Plan Approval shall be applicable to the entity responsible for the administration of the Project regardless of whether the condition specifically identifies the Applicant, the responsible entity, or no entity as having responsibility for a particular condition. By accepting this Site Plan Approval, the Applicant agrees to the terms, covenants, conditions, and agreements contained herein.

The Board found that the project meets the requirements of Section XIVE of the Zoning Bylaws for Water Supply Protection Districts. The Board voted unanimously to grant a Special Permit for a Major Construction Project in a Water Supply Protection District.

Pursuant to the provisions of M.G.L. Chapter 40A, Section 3, the Board found that it would be unreasonable to require the Petitioner to meet the dimensional requirement for a 24 foot drive aisle behind the parking spaces that face Bryant Way in light of the fact that the vehicles will not be backing into vehicles exiting parking spaces. The Board voted unanimously to grant a waiver from Section XXI, Part D, Subpart 3 of the Zoning Bylaw.

CONDITIONS

1. By accepting this Site Plan Approval the Applicant agrees to the terms, covenants and conditions and agreements contained herein. This Site Plan Approval shall expire one year from the date hereof unless construction has begun by that date. The Applicant may apply to the Board for reasonable extensions to this Site Plan Approval for good and sufficient reason.
2. Except for the relief granted by the Board as listed in this Site Plan

Approval, the Applicant shall comply with all provisions of the Zoning Bylaw and general bylaws generally applicable to a project approved on. ~~XXXXXXXXXXXX~~, 2011 No fees are waived in connection with the Project. Fees shall be those then in effect at the time of application for the permit or approval subject to the fee.

3. Contract documents, including working drawings and specifications for the Project shall undergo the usual and customary review and approvals of the Building Inspector, the Town Engineer, or any other applicable local inspector or board.
4. The travel way that is parallel to Bryant Way shall be expanded by one foot.
5. The curb reveal along the island at the back of the travel way that is parallel to Bryant Way shall be reduced to four inches.
6. A revised plan that calls out the dimension of the travel way that is parallel to Bryant Way along with access and egress arrows shall be submitted.
7. A sign similar to the MUTCD R5-1 "do not enter" sign shall be installed at the parking lot emergency access to Wellesley Avenue at the parking lot side.
8. There shall be a stop sign at both of the exits onto Bryant Way.
9. The pavement at the exits onto Bryant Way shall be marked as two-way with a line.
10. A drawing shall be submitted showing the stop signs and the pavement markings for the exits onto Bryant Way.

ZBA 2011-31
Petition of Babson College
Knight Auditorium Parking Lot
Corner of Wellesley Avenue and the West Gate Entrance

APPEALS FROM THIS DECISION,
IF ANY, SHALL BE MADE PURSUANT
TO GENERAL LAWS, CHAPTER 40A,
SECTION 17, AND SHALL BE FILED
WITHIN 20 DAYS AFTER THE DATE
OF FILING OF THIS DECISION IN THE
OFFICE OF THE TOWN CLERK.

J. Randolph Becker, Acting Chairman

Robert W. Levy

David G. Sheffield

cc: Planning Board
Inspector of Buildings

lrm